

Subject: Re: Chick Fil a sepulveda update
From: Chris Robertson <chris.robertson@lacity.org>
Date: 01/14/2014 02:24 PM
To: Tina Choi <tchoi@tca.cc>
CC: Nate Kaplan <nate.kaplan@lacity.org>, Tricia Keane <tricia.keane@lacity.org>, "pat8lyon@gmail.com" <pat8lyon@gmail.com>, "Jonathan Lonner (jlonner@burnsbouchard.com)" <jlonner@burnsbouchard.com>, Donald Duckworth <duckworth.donald@gmail.com>

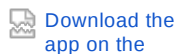
Hi Tina,

Thank you for providing a very thorough explanation of the project redesign. Tricia and I would like to meet on Friday at City Hall to go over the project in more detail. Please let me know if you have availability on Friday.

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On Mon, Jan 13, 2014 at 4:26 PM, Tina Choi <tchoi@tca.cc> wrote:

Hi all- wanted to give an update summary on the project change. I emailed Chris for a meeting this week to debrief, but she replied that schedules may be hectic, but I felt it was important to debrief you guys before the 1/21 PLUC meeting. I did the same debrief with Pat today. In summary:

We spent the last few months diligently reviewing some of the concerns /issues voiced by PLUC in the info only meeting we did last year. As such, the following are highlights. I will be emailing exhibits for background, but here are the significant changes we have made to the project in response to the community concerns as voiced in the informal "info only" meeting we had last year:

Former Project:

3,857 Sq ft

122 seats (90 interior, 32 Patio)

12 cars in drive thru Queing

Parking per Enterprise Zone (which LADBS confirmed is still being applied)- $1/500 = 8$ spaces required by code

Parking Provided in actuality (32)

Updated Project:

2,867 Sq ft

82 seats (34 interior, 48 patio)

15 cars in drive thru Queing

Parking per Enterprise Zone $1/500 = 6$ spaces required

Parking Provided in actuality (29)

We have completed a voluntary traffic report and study of peak time drive thru vehicular flow of two other existing restaurant sites that have similar profiles of being located near a secondary highway, and the study submitted to LADOT showed that at peak time - 12:00pm - 1:00pm, maximum number of cars in drive thru queing was 15 and no more. Thus, we had to decrease the size of the building structure to accommodate for this number of cars, to be conservative. We have also decreased overall seating and we moved the pick up window to the farthest point of the drive thru queing line with staff taking IPAD pre orders from customers in the drive thru line to ensure expeditious and continuous flow. We have also created an additional "wait/special order" staging area at the end of the drive thru line, for the select few drive thru customers who are having problems with their order or have changed their minds about their order so they get out of the way to keep the line moving. We have submitted the report and LADOT has reviewed and issued an approval letter.

Chick Fil A has also committed to the placement of employees in the parking lot at peak time hours to ensure onsite traffic control amongst parked vehicles and drive thru vehicles. These employees shall also have the role in pre IPAD ordering and general surveillance of parking lot to ensure for all other safety measures; either to advise GM or local authorities.

We have also amplified our landscaping to the North and West walls (8 ft high) and previously only landscaped on our side of the wall, to both sides of the wall to ensure the multi residential tenants who currently look into a chain linked fence into an empty parking lot and abandoned Grinders site , will now look upon a landscaped wall. The landscape rendering will show a selection of species that will reach a height of anywhere from 10-15 feet , thus providing even more of an aesthetic feature even above the 8ft wall.

We are also agreeable to the removal of the 4 existing ficus trees which are not a part of our project, but nonetheless is wreaking havoc along Manchester sidewalks and which is one of the priority issues for the BID.

We will also commit to providing offsite employee parking either on a lot within walking distance, or if the lot is farther than walking distance, to provide full subsidized transit passes in conjunction with a parking space for that specific employee.

We also have a detailed description of the order box (updated technology enables the order box to adjust to current ambient noise levels to self adjust volume) and cooking/prep equipment which helps to mitigate odor emission and we have moved the order box to the farthest point away from the residential and closest to Jiffy Lube. We have done the same to the trash enclosure area - currently, the trash bins on the grinder's site is facing the single detached homes and north multi residential. This trash area will also be moved next to Jiffy lube , thus farther from residential use.

We continue to be committed to work with the BID in the improvement along the Sepulveda sidewalk feature in front of this site (sidewalk dining, landscape and lighting improvements).

We have worked diligently to address the issues voiced from the info only meeting and therefore the re-designed this project which we feel addressed their concerns and will offer numerous benefits to the community at large replacing what currently is a neglected abandoned lot. We have also diminished the size of the project but maintained a balanced drive thru and indoor/outdoor dining element to activate sidewalk dining and offer upgraded and enhanced landscaping on this site and along the Sepulveda frontage in synch with the BID's goals. The other benefits are noted above , and of course, the creation of 60+ local jobs. Trish- I know Chris schedule might be tight this week, but let me know if you or Nate want to meet briefly to review the updated exhibits. Pat has the most recent copy from today and I reviewed all the

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above with her. I am copying Don on this email so the BID is also informed of the same info.

Best,

Tina Choi

Englander Knabe & Allen

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